

No. 72858.

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

SAT. 6 MAR. 1920

Writing Report 4th March 20 When handed in at Local Office 5th March 20 Port of NEWCASTLE

Survey held at Jarrow - R Shields Date, First Survey 12th Jan'y Last Survey 26th Feb'y 1920
on the Machinery of the Wood, Iron or Steel S S Seattle Master (No. of Visits 17)

Gross 5133 Net 3155 Vessel built at Newcastle By whom How & Skinner & Co Ltd When 1911
Engines made at do By whom R C Mac Coy & Co When 1911
Main Boilers 3 Boilers, when made (Main) 1911 (Donkey) None
Donkey Boilers None Owners Union of Government of S. Africa Voyage London
If Surveyed Afloat or in Dry Dock Admiralty Pattern

Report No. _____ Port for classification L M C
Particulars of Examination and Repairs (if any) L M C

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? Yes Was a damage report made by anyone else? If so, by whom? None

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
" " " " " " " " " " " " None

Where any part of the Main Boilers was not done, state for what reasons? None

Where any parts of the Boilers could not be thus thoroughly examined? None

Where any special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? None

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 lbs per sq in

Did the Surveyor examine the Safety Valves of Donkey Boiler? None To what pressure were they afterwards adjusted under steam? None

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boiler? None

Did the Surveyor examine the drain plugs of the Main Boilers? None , and of the Donkey Boiler? None

Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler? None

Has the propeller shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners? Yes

Has the after shaft now been changed? Yes If so, state reasons Yes

Has the propeller shaft now been fitted new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/32"

Where the survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Examined the propeller, propeller shaft, stern bush, the pin coaks and their fastenings, the cylinders, pistons, slide valves, the crank, wrist & tunnel shafts, the air, circulating, bilge & fuel pumps, the condenser, the ballast & fuel & general service pumps, the evaporators, the steam steering gear & windlass. These parts were found in very good condition and the wear on some very slight.
Examined the 3 main boilers, their safety valves & mountings, and with exception of the furnace in port & starboard boilers, the boilers were found in very good condition. Three new furnaces have now been fitted in the port & starboard boilers, and a complete set of plain tubes have been fitted in all 3 boilers. On completion of repairs the boilers were tested by hydraulic pressure to 270 lbs per sq in - and all main steam pipes to 540 lbs per sq in.

General Observations, Opinion, and Recommendation: - The machinery of this vessel is in very good condition and is in my opinion fit for service.

For as seen is now in good condition and is in my opinion fit for service. L M C. 2.20. propeller shaft Sun 2.20. BP 20th F.D. HS 7503 and GS. 55 in the register book.

FRI. 4 SEP 1920 FRI. 1 OCT 1920
FRI. 17 OCT 1924 FRI. APR. 27 1923
George Murdoch
TUE. NOV. 14 1923
Engineer & Surveyor to Lloyd's Register of Shipping.

Fee (per Section 28) £ _____ Fees applied for _____
Damage or Repair Fee (if any) £ _____ Received by me, _____
Printing Expenses (if chargeable) £ _____
Committee's Minute _____
TUE. 23 MAR. 1920
See rpt. attached to 72859
FRI. SEP. 14 1923

Insert Character of Ship and Machinery precisely as in the Register Book.

5120-64149-0215

If so, to be sent to _____

Lloyd's Register
Foundation
FRI. OCT. 15 1920 TUE. 19 DEC. 1922
FRI. MAR. 11 1921 THU. 13 APR. 1922
TUES. 29 JUL 1924
FRI. JUL 14 1922

Machinery + Boilers examined
Screw shaft examined

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

3 new funnels have been fitted to
the port + starboard boilers
A complete set of plain tubes fitted
in all boilers

It is submitted that
this vessel is eligible for
THE RECORD + L.M.C. 220

S 2.20

W.H.
18/3/20

[Faint, mostly illegible handwritten notes in the left margin, possibly describing boiler or machinery details.]

[Main body of handwritten notes, including several vertical columns of text and some larger, more legible entries. Some words like 'screw' and 'funnel' are visible.]

ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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